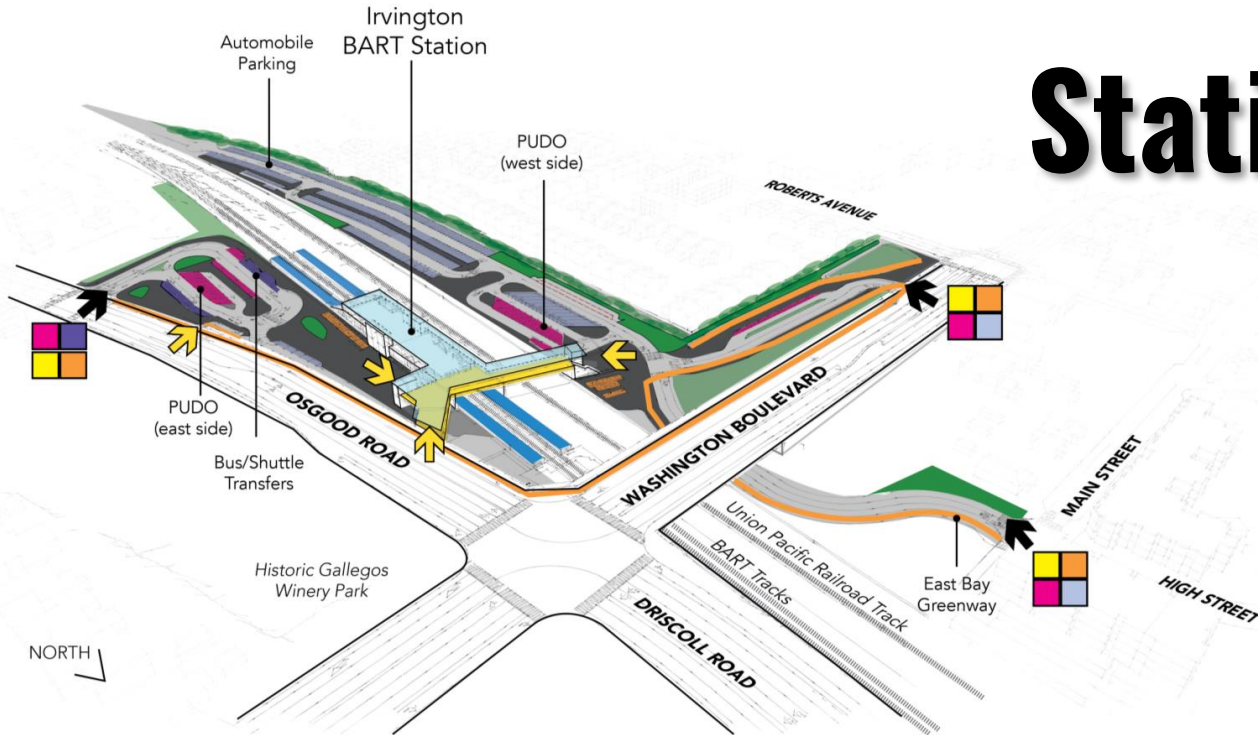


# Irvington BART Station Community Meeting #3

## Station Site Plan and Station Area Plan

November 15, 2018  
Fremont Main Library



# Who's Involved?



## Consultant Team

Urban Planning Partners | Arup | Urban Field Studio

Fehr & Peers | Economic & Planning Systems

PGA Landscape Architects | Siegel and Strain Architects

# Purpose of Community Meeting #3

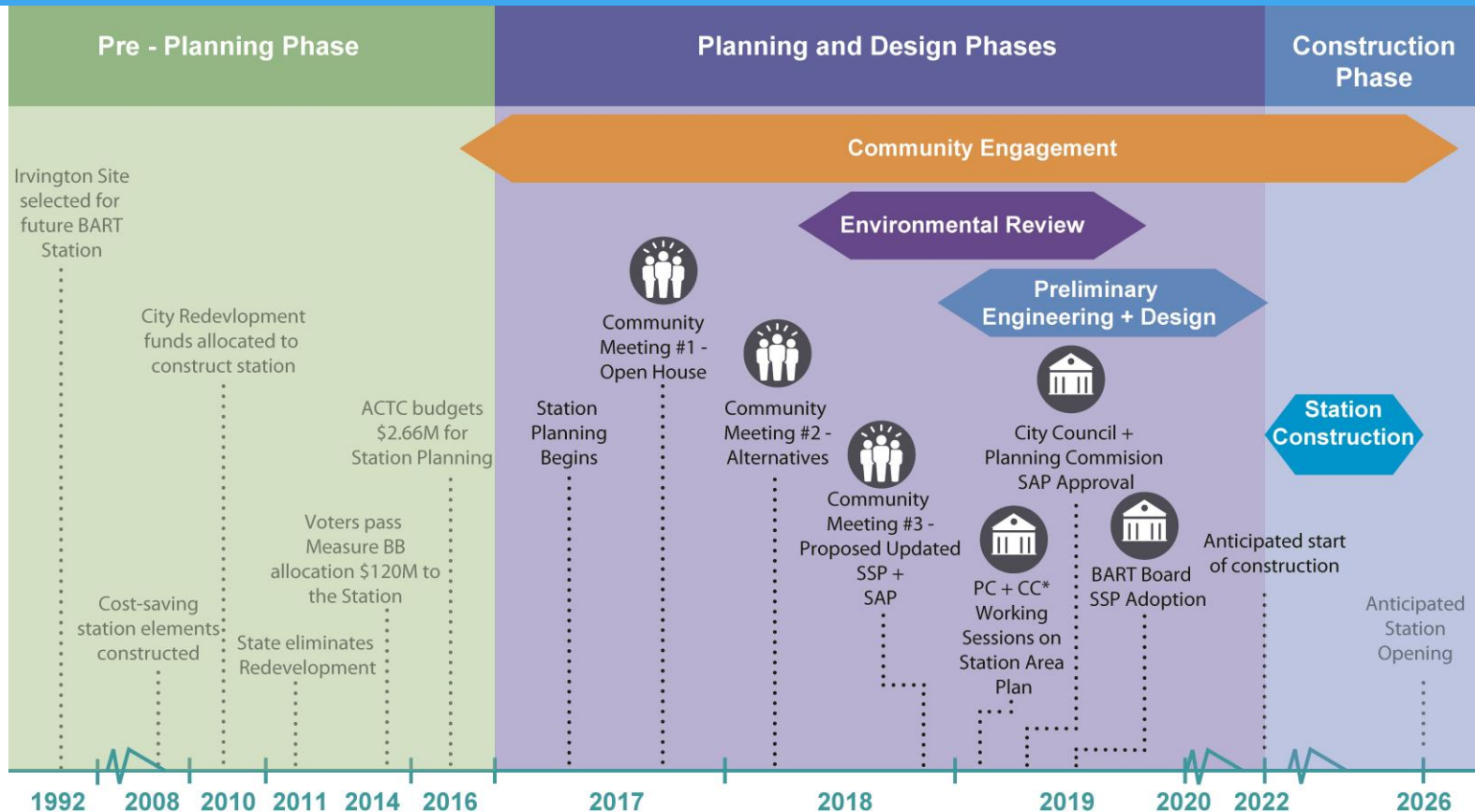
- Community Input from Meeting #2
- Proposed Updated Station Site Plan
- Station Area Plan Concepts
- Public Comments, Questions & Answers

# Tonight

- |             |                             |
|-------------|-----------------------------|
| 7:00 – 7:30 | Presentation                |
| 7:30 – 7:45 | Q&A Session                 |
| 7:45 – 8:30 | Open House (visit stations) |

**TONIGHT**

# Timeline



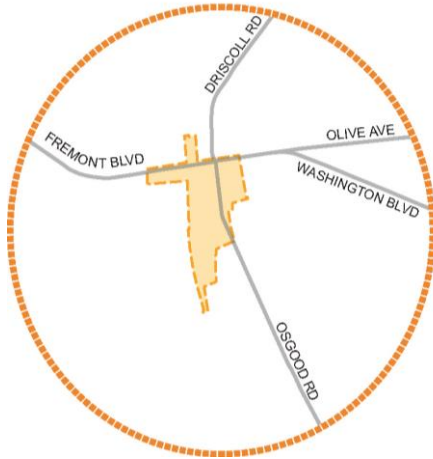
Irvington BART Station Site Plan and Area Plan, Community Meeting #3, November 15, 2018

\*Planning Commission/City Council

# What are we working on?

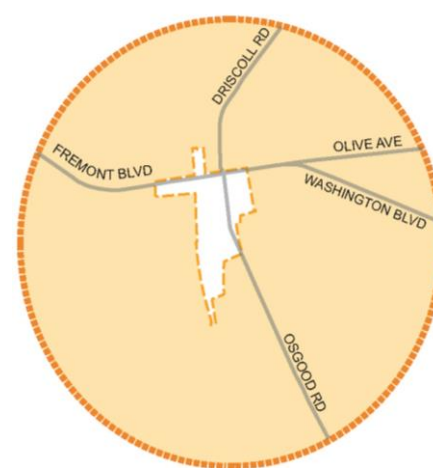
## Station Site Plan and Gallegos Winery Park

- Determines location and space for station components
- Schematic plan for Historic Gallegos Winery Site



## Station Area Plan

- Provides a framework for future development to integrate with the station and surrounding area



# Station Site Plan Project Goals

1. Maximize BART ridership in Fremont and reductions in vehicle miles traveled
2. Maximize the number of people who access the station by walking or biking
3. Provide convenient bus transit access to the station
4. Maximize safety for all access modes and minimize modal conflicts
5. Minimize neighborhood traffic
6. Minimize neighborhood parking impacts
7. Maximize cost effectiveness
8. Maximize sustainability performance
9. Provide an attractive station for riders and the surrounding neighborhood



# Station Area Plan Project Goals

1. Implement General Plan vision
2. Create active streets
3. Provide safe connections
4. Create context-sensitive design standards
5. Improve connection to Five Corners
6. Implement TOD development standards
7. Preserve historic resources
8. Create parking program





# Community Input to Date

## Community Meetings

First Community Open House  
September 20, 2017  
90 attendees

Second Community Meeting  
May 23, 2018  
~100 attendees



## Online Input

Open City Hall Forum  
39 statements

Online survey #1  
290 responses

Online survey #2  
268 responses



## Stakeholder Meetings

Irvington Business Association

Irvington High School students

Washington Township Historical Society

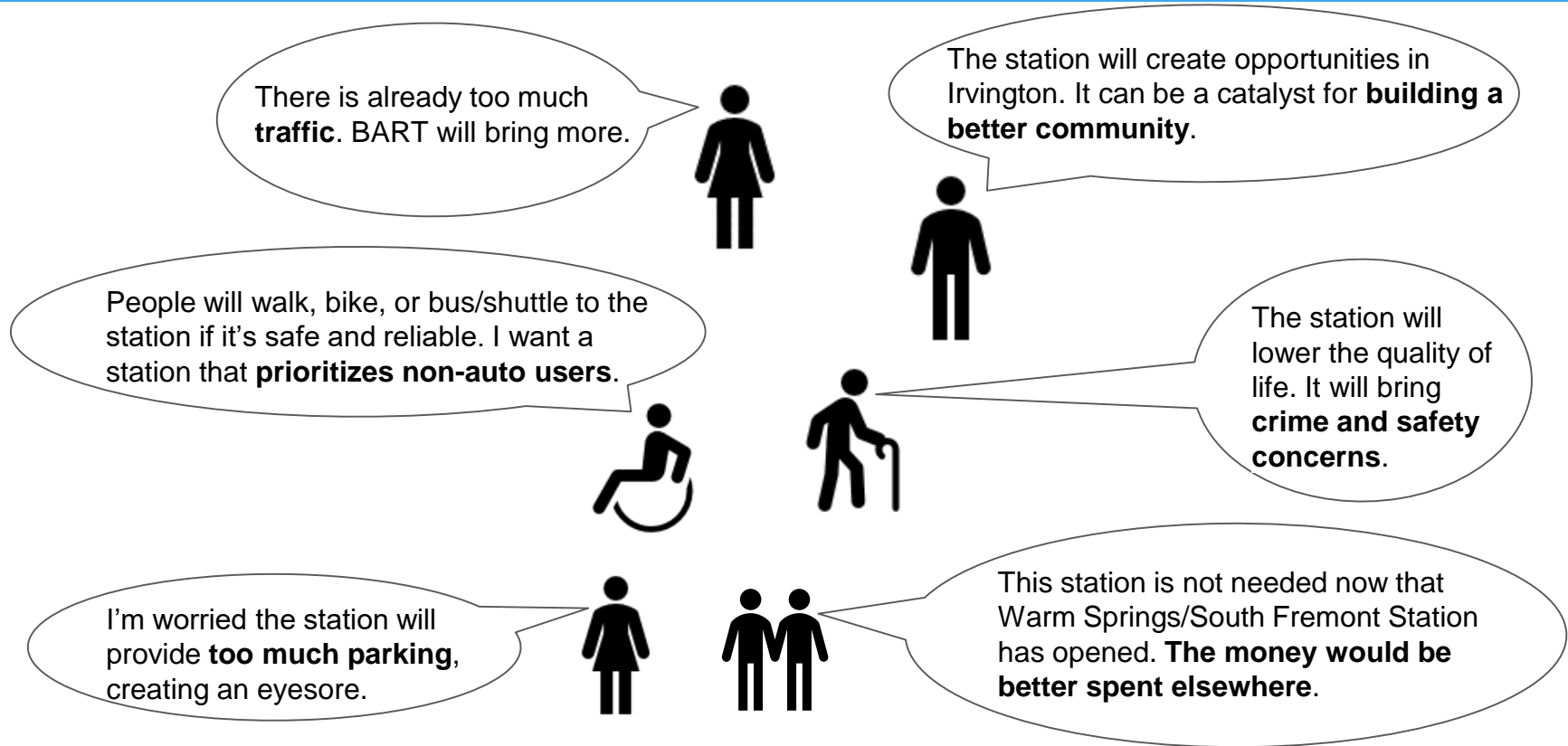
Station Site Plan property owners

## Informal Outreach

Farmer's Market tabling  
100 passers-by

Responded to phone calls and  
e-mails from the public

# Survey #1/Open City Hall Results



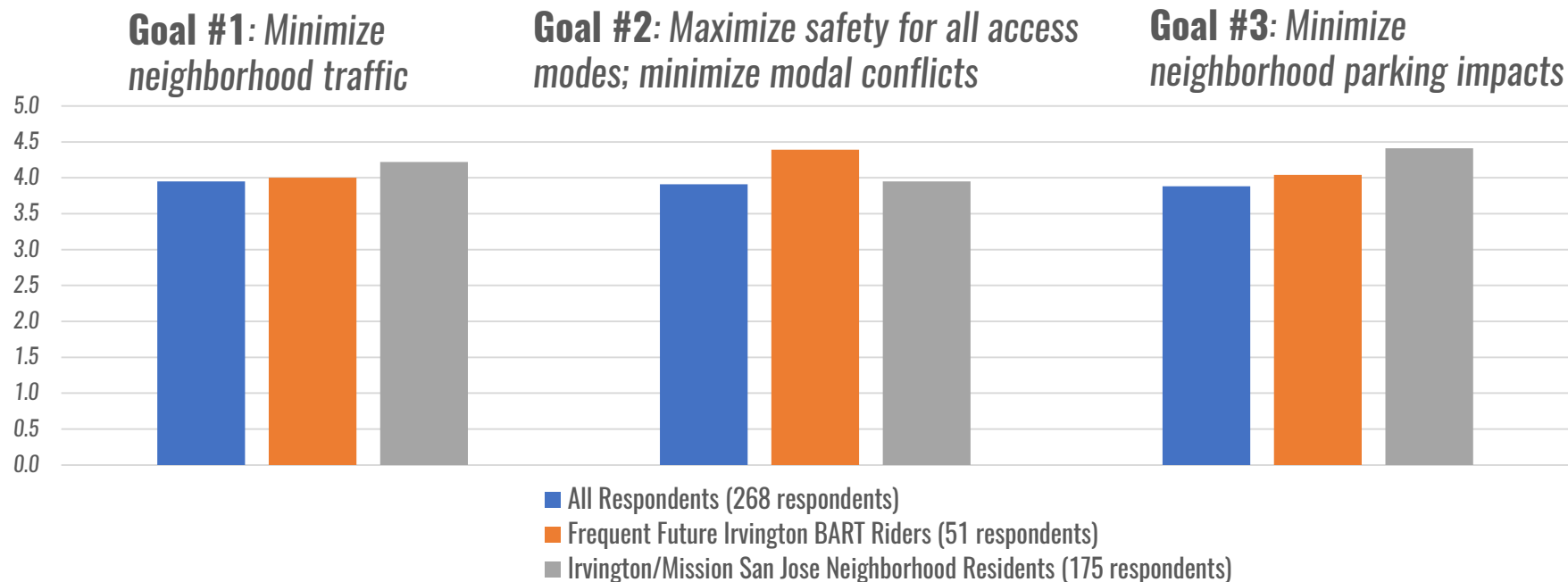
# What We've Heard: Community Meeting #2 – Station Site Plan Alternatives



- Make station compact yet flexible for future demand
- Minimize parking and traffic impacts
- Include pedestrian connections at Washington and Osgood
- Make Irvington Station locally-focused
- Eliminate Adams Avenue pedestrian access point

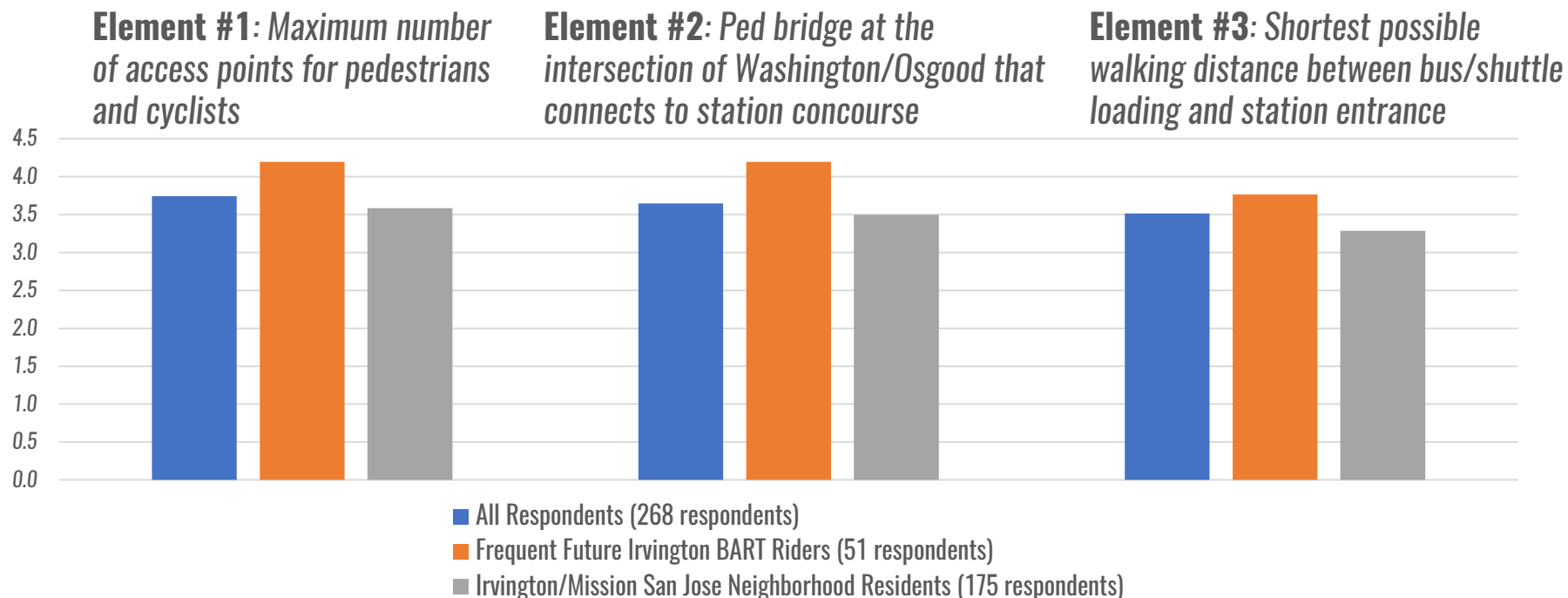
# What We've Heard: Online Survey #2

Average Rating of Top 3 Station Goals (Maximum Rating of 5)



# What We've Heard: Online Survey #2

Average Rating of Top 3 Station Design Elements (Maximum Rating of 5)

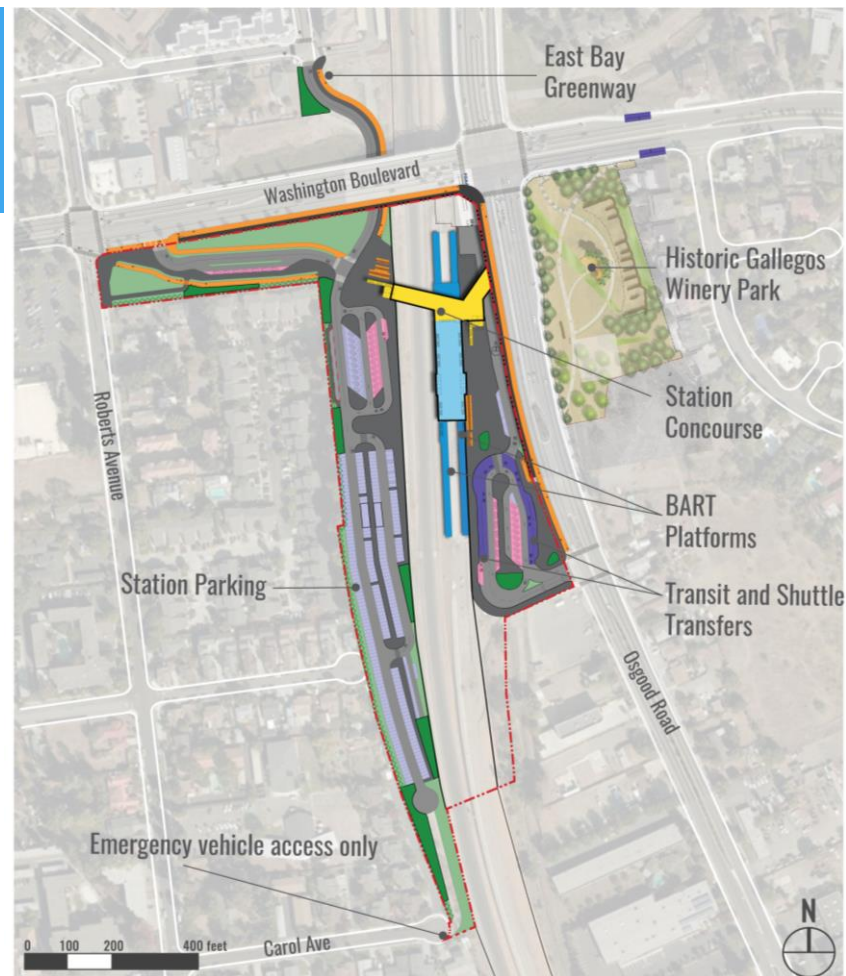




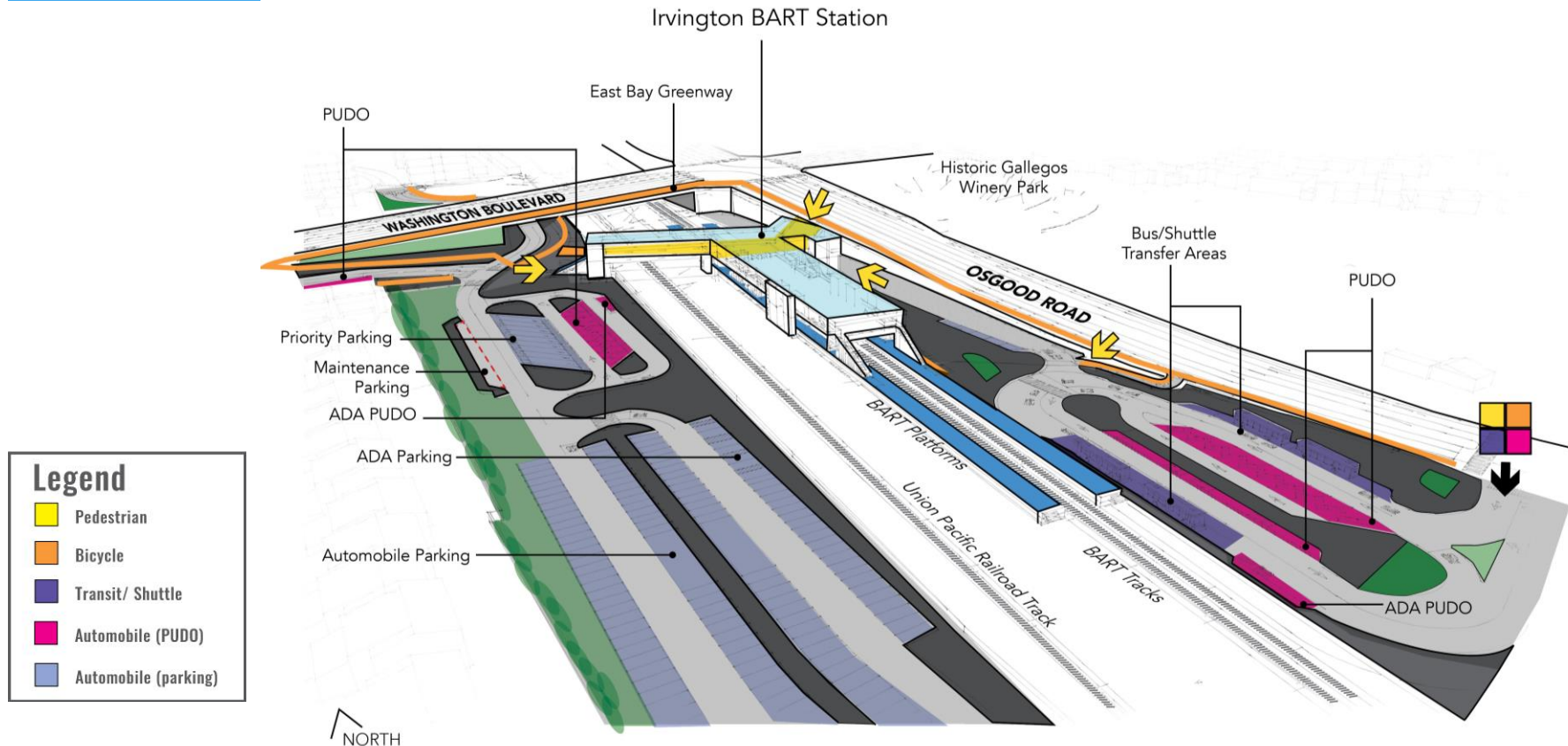


# Proposed Updated Station Site Plan – Plan View

- Station site entirely west of Osgood Rd
  - No station functions require crossing Osgood Rd
- Direct pedestrian access to concourse via bridge from Osgood Rd sidewalk
- No public access at Adams or Carol Aves
- 225-275 customer and priority parking spaces
- Parking restrictions will be established in surrounding neighborhoods
- Pick-up and drop-off is on both sides of the station

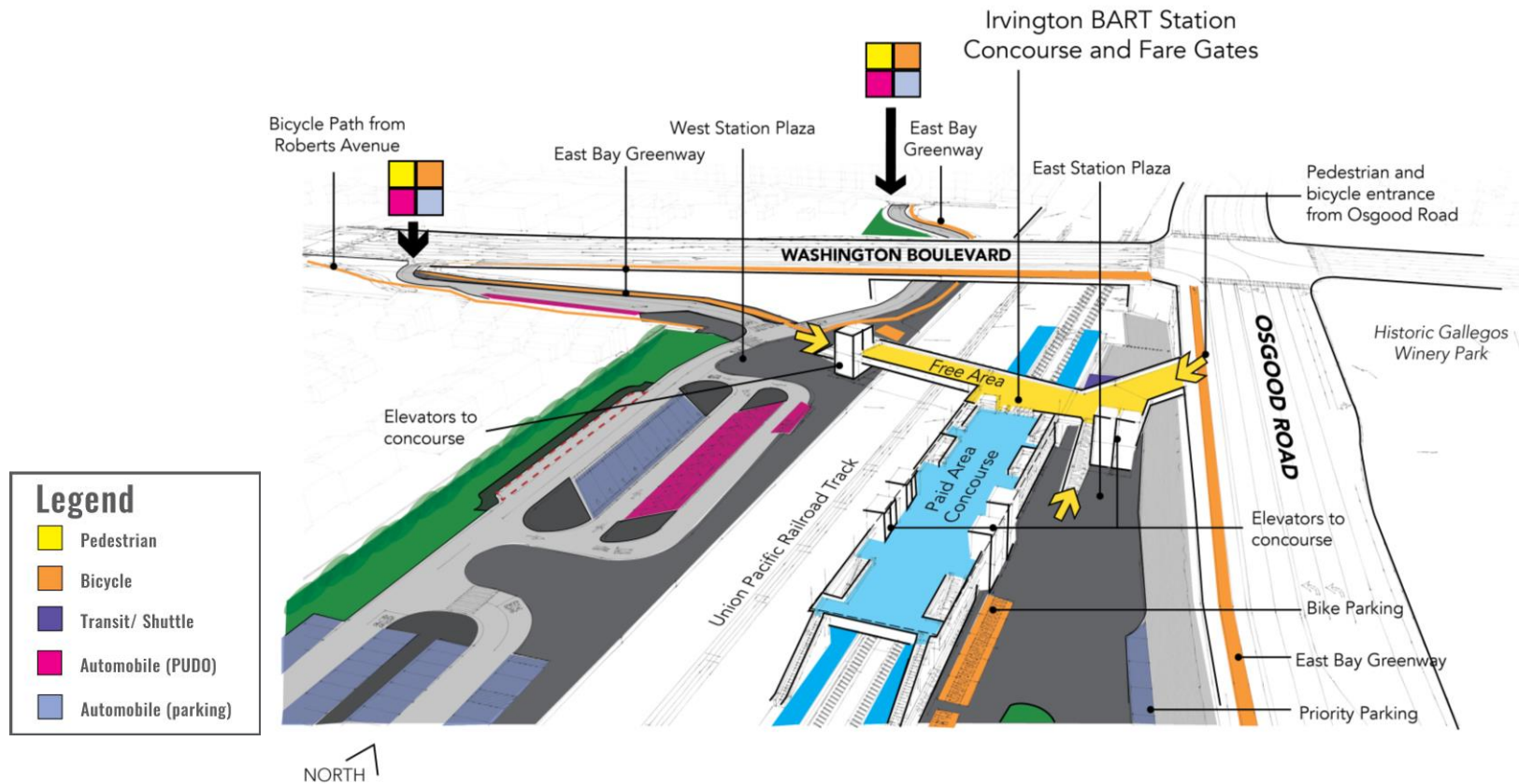


# Overview looking northeast

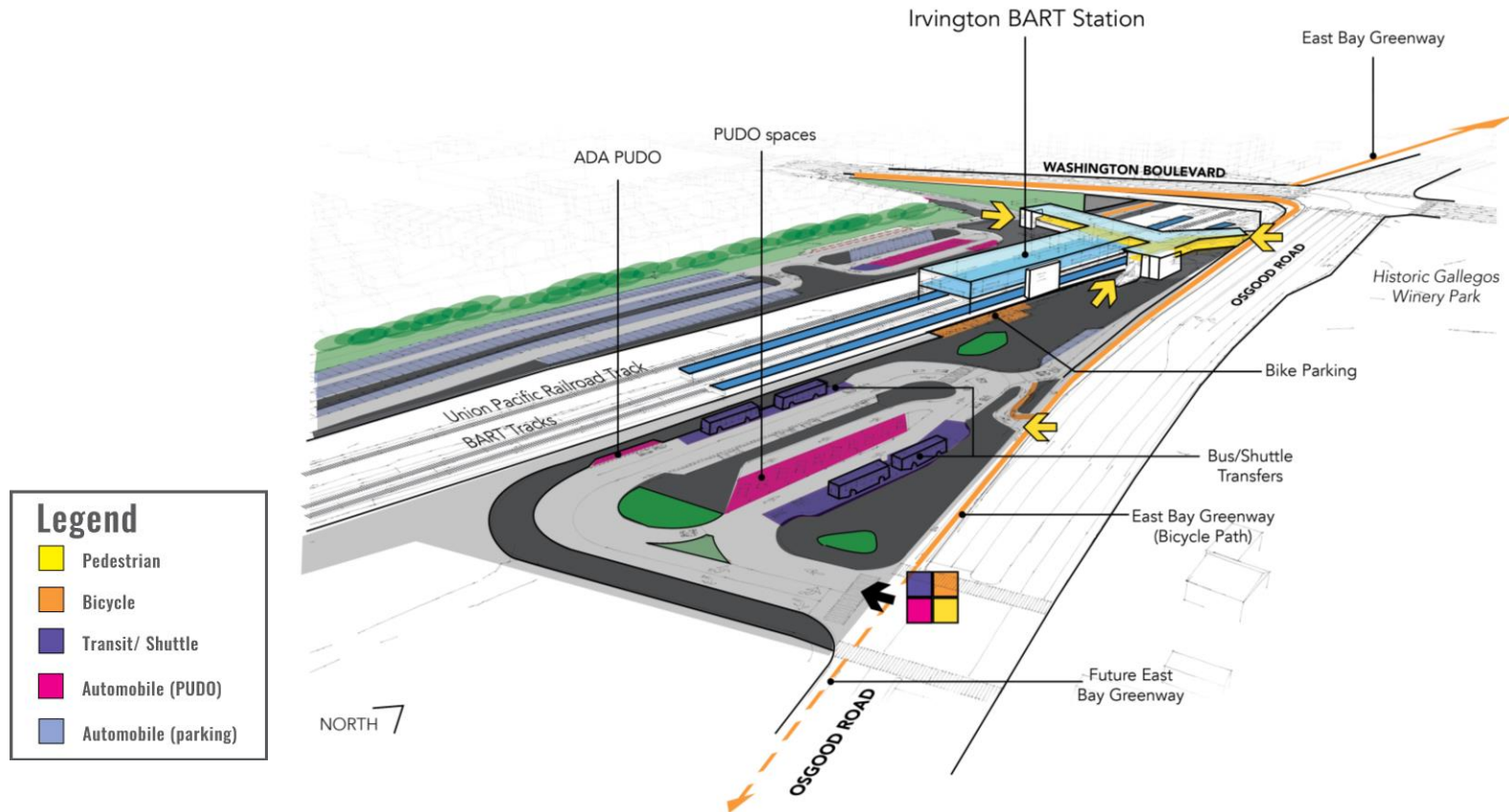




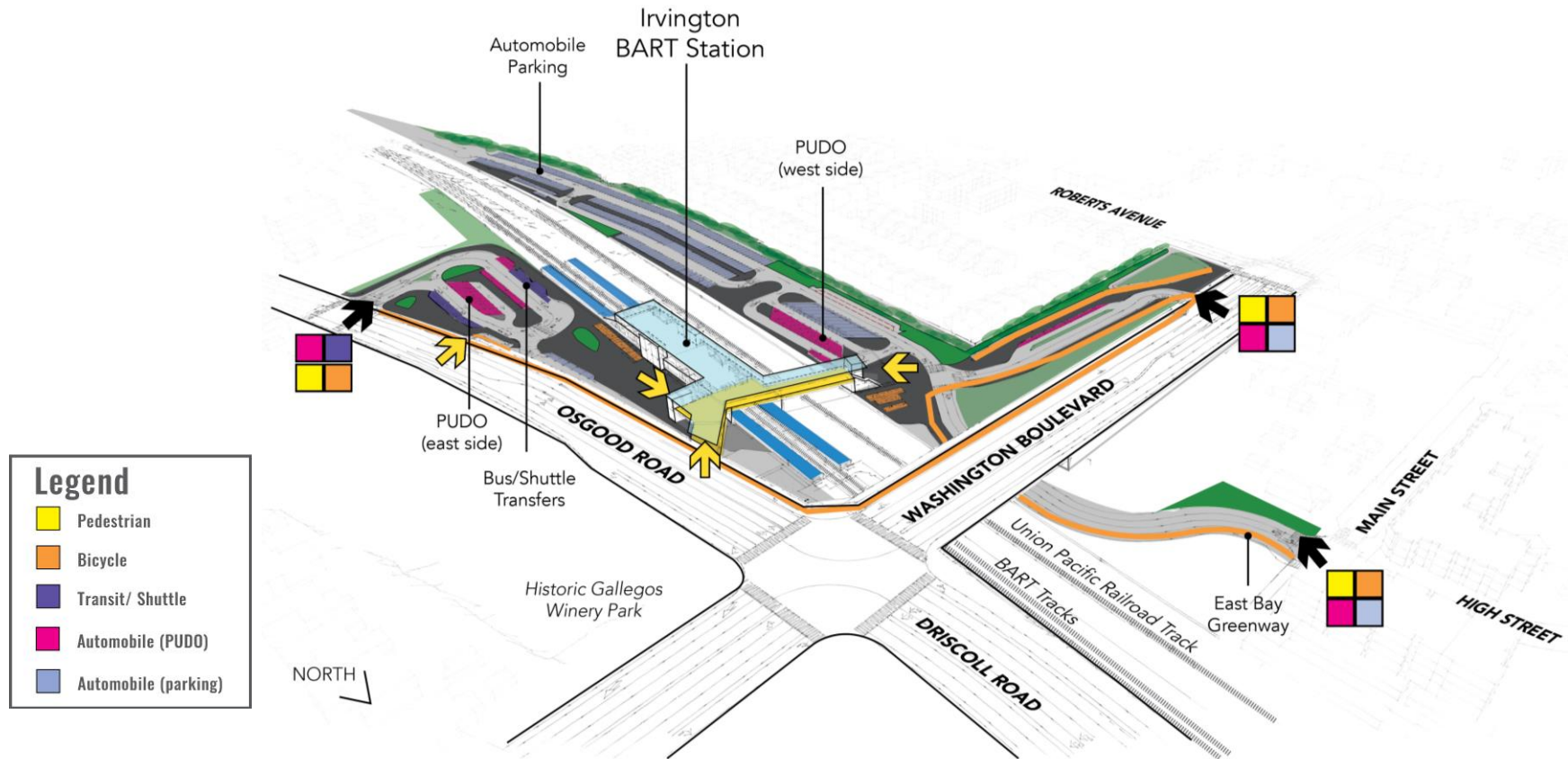
# Station close-up



# Overview looking northwest



# Overview looking southwest



# Station Access

- “Urban with Parking” BART Station Access type
- Projected daily boardings: 3,700
- Projected daily Vehicle Miles Traveled (VMT) reduction: 65,700
- Active Access mode split:
  - Walk: 35%
  - Bicycle: 9%
- Shared Mobility mode split:
  - Transit: 18%
  - Drop-off/Pick-up: 24%
- Drive and Park mode split: 14%

STATION TYPE	PRIMARY INVESTMENTS	SECONDARY INVESTMENTS	ACCOMMODATED	NOT ENCOURAGED
URBAN	Walk Bicycle	Transit and Shuttle	Taxi and TNC Drop-Off and Pick-Up	Auto Parking*
URBAN WITH PARKING	Walk Bicycle	Transit and Shuttle	Taxi and TNC Drop-Off and Pick-Up	Auto Parking*
BALANCED INTERMODAL	Walk Bicycle	Transit and Shuttle Drop-Off and Pick-Up	Taxi and TNC Auto Parking*	
INTERMODAL/AUTO RELIANT	Walk	Bicycle Drop-Off and Pick-Up Transit and Shuttle	Taxi and TNC Auto Parking*	
AUTO DEPENDENT	Walk	Bicycle Drop-Off and Pick-Up Auto Parking* Transit and Shuttle	Taxi and TNC	

**Primary Investment:**  
BART will prioritize investments of funds and staff time on and off of BART property, consistent with access goals; priority projects best achieve policy goals, focus on safety and sustainability.

**Secondary Investment:**  
BART will invest funds and staff time on and off of BART property, consistent with policy goals; secondary investments balance policy goals.

**Accommodated:**  
BART will maintain and manage existing assets, and partner with other access providers as needed.

**Not Encouraged:**  
BART will not invest in construction of parking expansion.

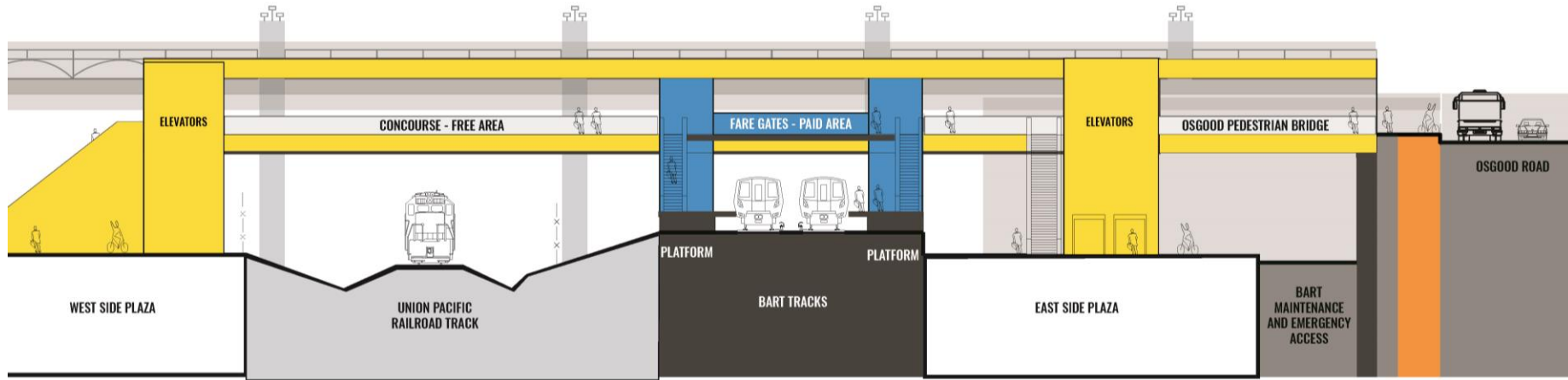
Note: TNC is for Transportation Network Company (shared use mobility)

\*Parking Management is a secondary investment at all stations with parking.

\*Parking replacement for transit-oriented development to be determined by BART's Transit-Oriented Development Policy.

Note: Daily boardings are average weekday (estimated), and mode split is estimated, 2018.

# Proposed Updated Station Site Plan – Section View

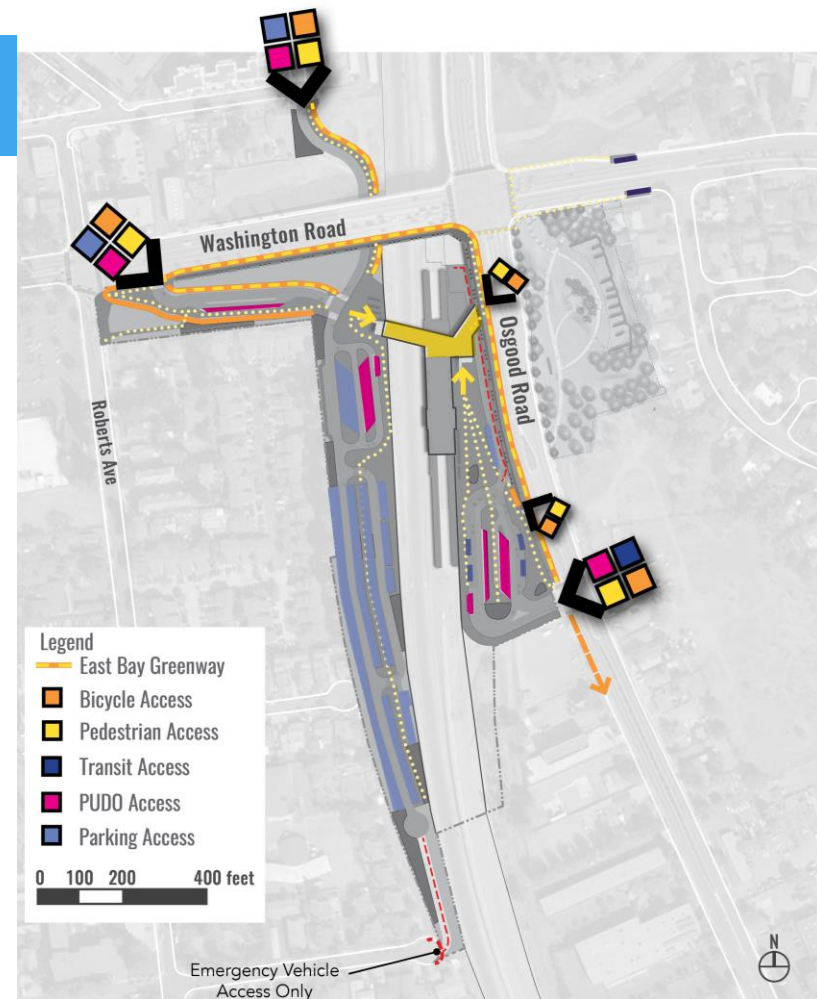


- Customer access from east and west plazas
- Pedestrian bridge to concourse directly from Osgood Rd overpass
- Stairs and two elevators provided for each plaza and platform access point



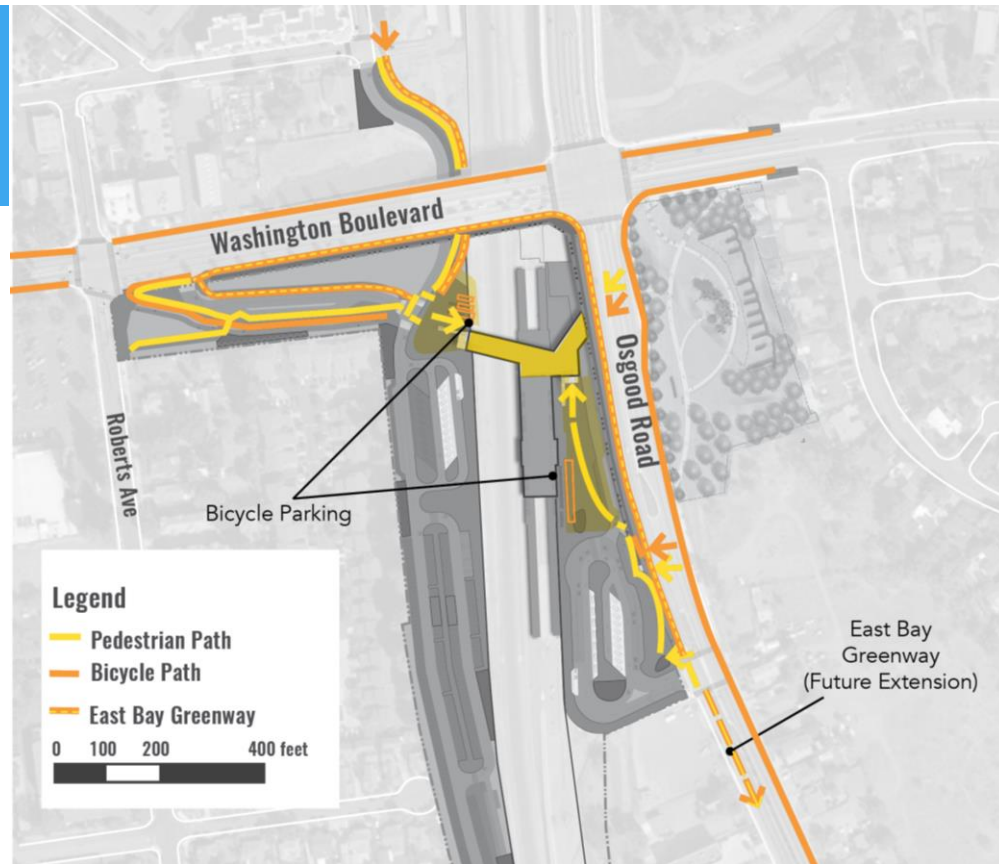
# Station Access by Mode

- You can get to the station by:
  - Walking from any direction
  - Biking from any direction
  - Taking a bus or shuttle and entering off Osgood Rd
  - Being dropped off in a car on either side of the station, or
  - Driving and parking on the west side of the station
- 3 entrances serve all modes
- Additional 2 entrances for pedestrians and bicycles only



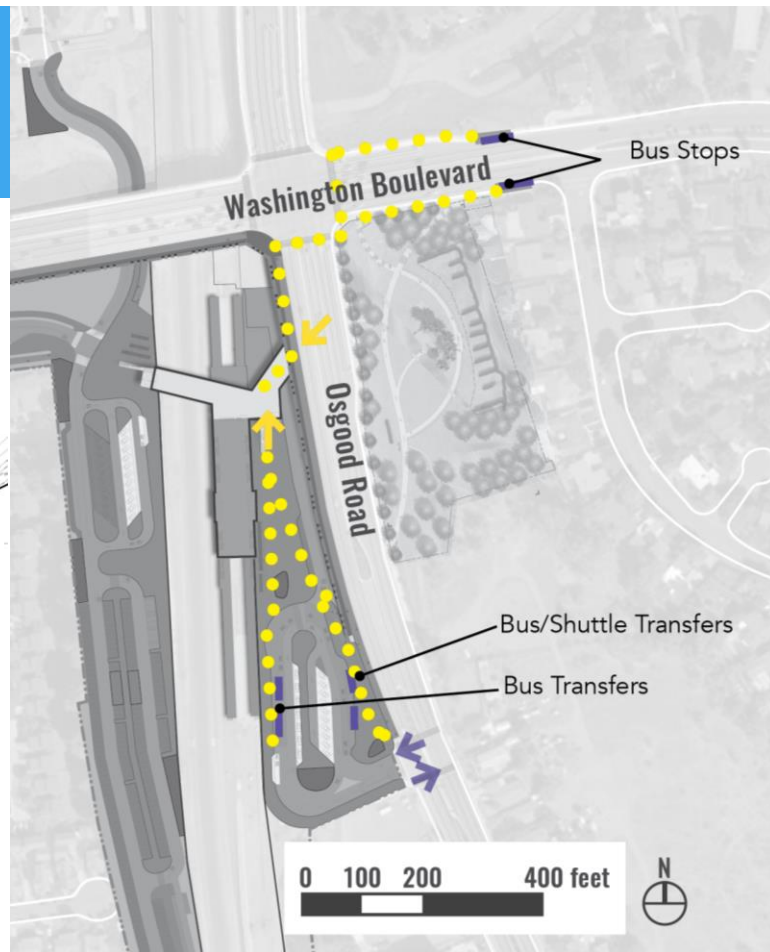
# Active Access: Pedestrians and Bicycles

- Safe and convenient pedestrian and bicycle access provided from all directions
- Plazas on both sides of station provide bicycle parking and room for future bike share
- East Bay Greenway crosses tracks via Washington Overpass



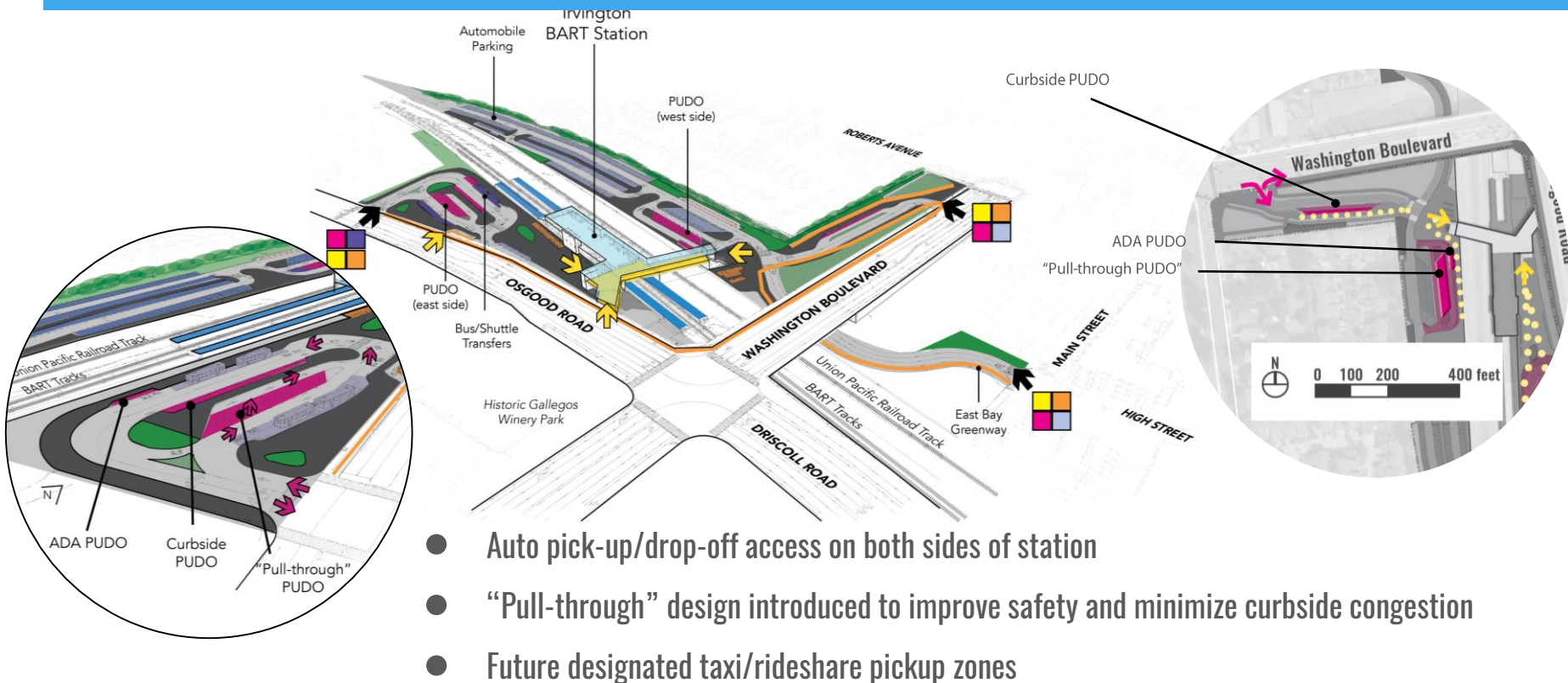
# Shared Mobility Access: Buses and Shuttles

- Bus transit and shuttle access from Osgood entrance only
- Demand-responsive AC Transit service possible in future
- Bus stops on Washington Blvd

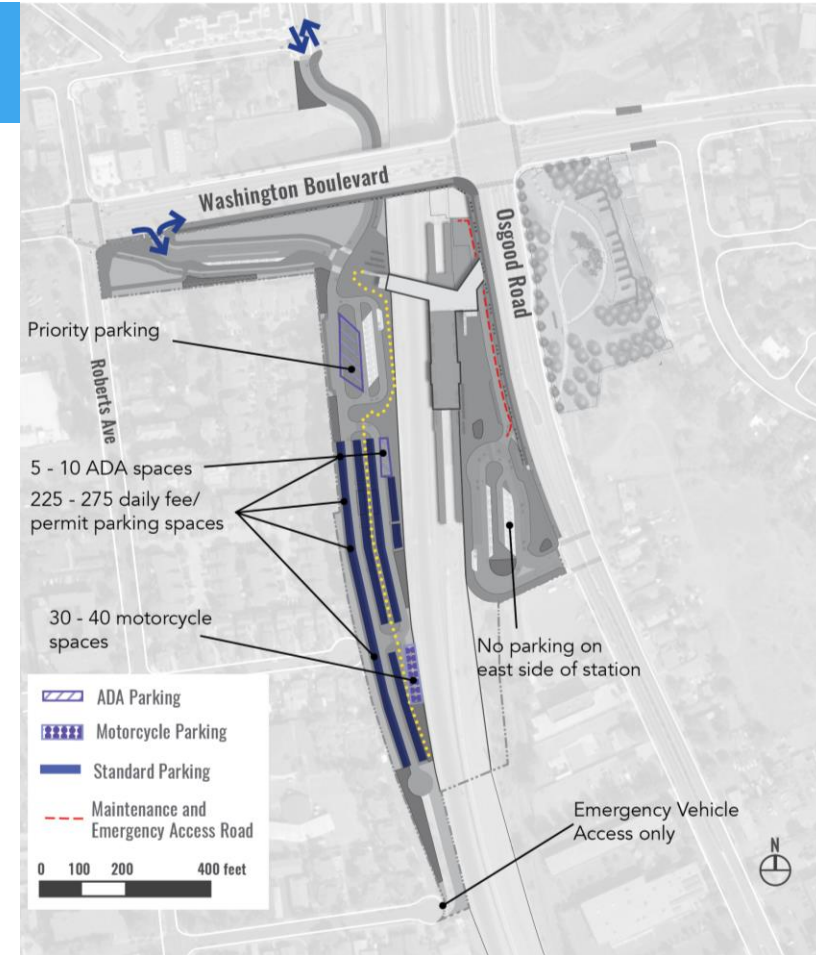
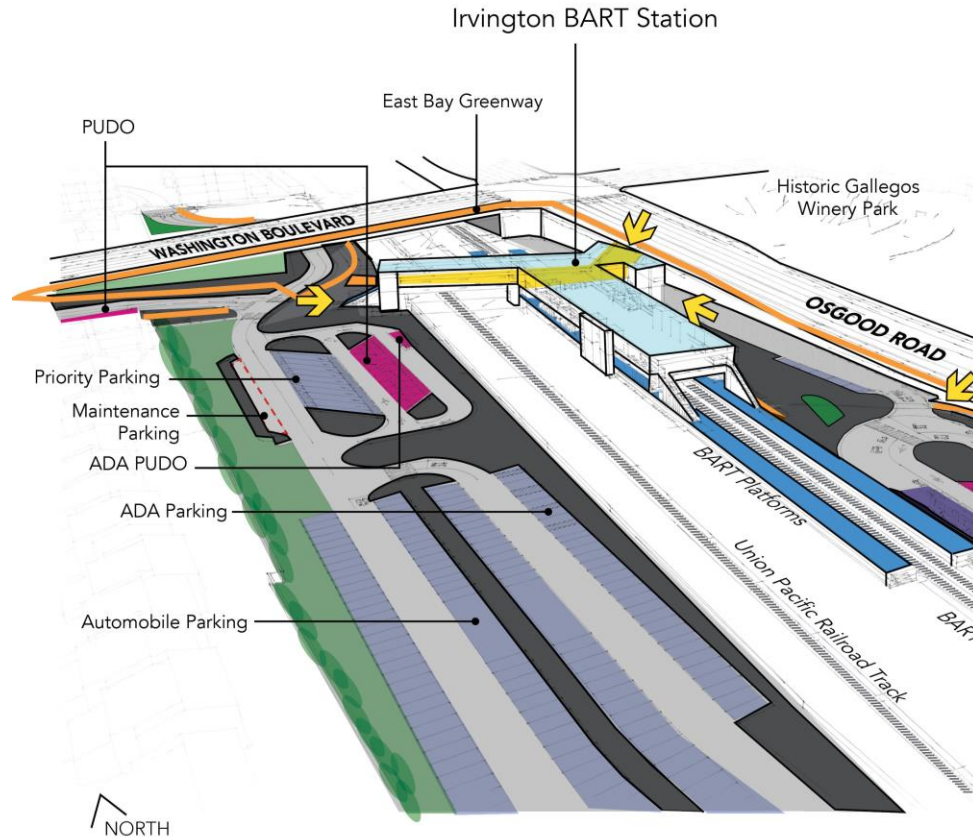




# Shared Mobility Access: Pick-Up/Drop-Off (PUDO) & Taxis



# Station Parking



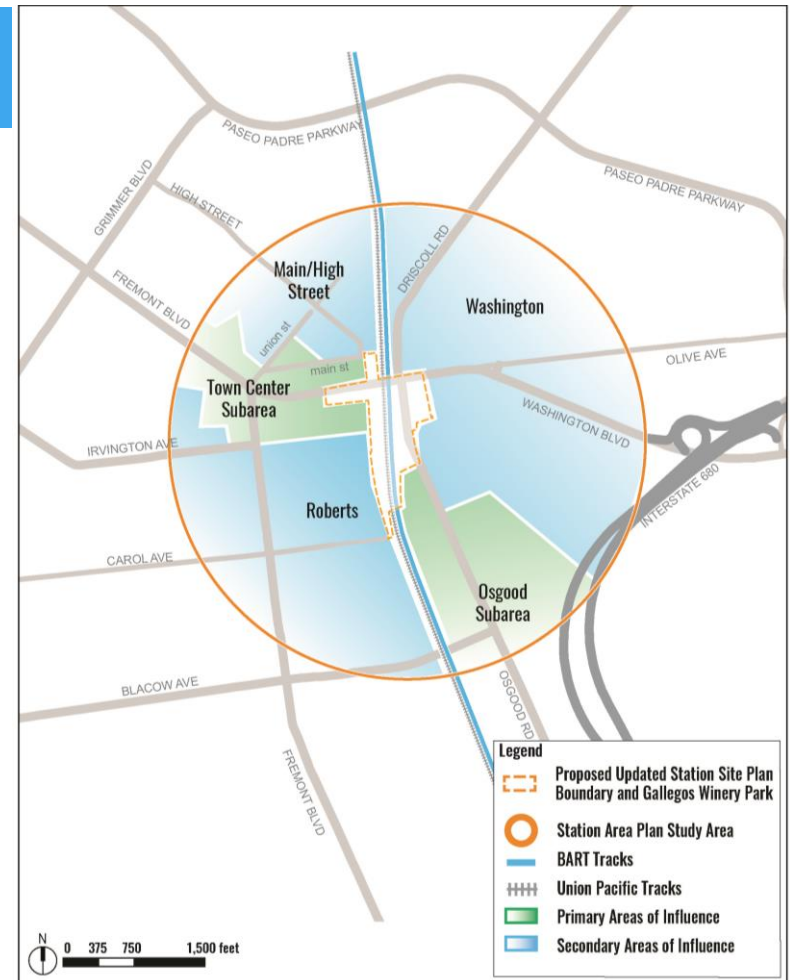
# Historic Gallegos Winery Park Schematic Plan

- Historic winery wall ruins will be stabilized and preserved
- Public access for passive recreation
- Proposed plan includes:
  - Interpretive panels
  - Seating and bicycle parking
  - Picnic area near historic palm trees
- Separate design review process required for the final design of the park
- Park to be designed to City Park Standards



## Station Area Plan

- No land use or zoning changes proposed in the Station Area Plan
- Improve connectivity to the station and increase BART ridership
- Minimize parking, traffic, and other impacts
- Primary Areas of Influence
  - Area Plan to support high-quality transit-oriented development in the Town Center and Osgood Primary Areas of Influence
- Secondary Areas of Influence
  - Maintain existing residential character





# Draft Station Area Plan

Chapters of the Plan include:

1. Introduction
2. Vision and Goals
3. Access and Mobility
4. Site and Building Design
5. Implementation



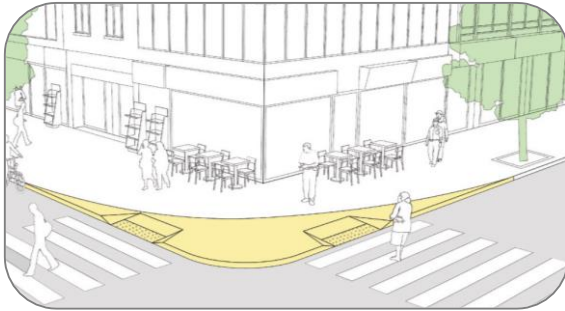
## Irvington BART Station Area Plan

# Station Area Plan Vision & Goals

- Primary Areas of Influence envisioned to become “strategically urban,” consistent with current General Plan and zoning
- Established neighborhoods will retain their residential character
- Improvements in the Plan Area will provide comprehensive, safe, and convenient pedestrian and bicycle access to the station
- Development Guidelines and Standards will ensure future development is architecturally attractive



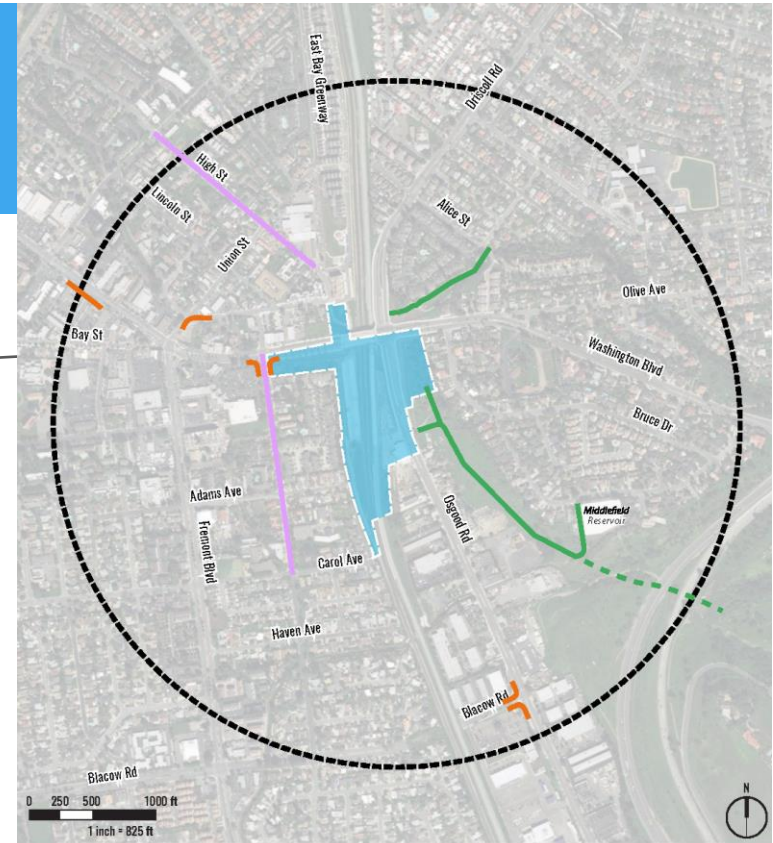
# Access and Mobility: Potential Pedestrian Improvements



Reduced curb radius



Traffic calming improvements



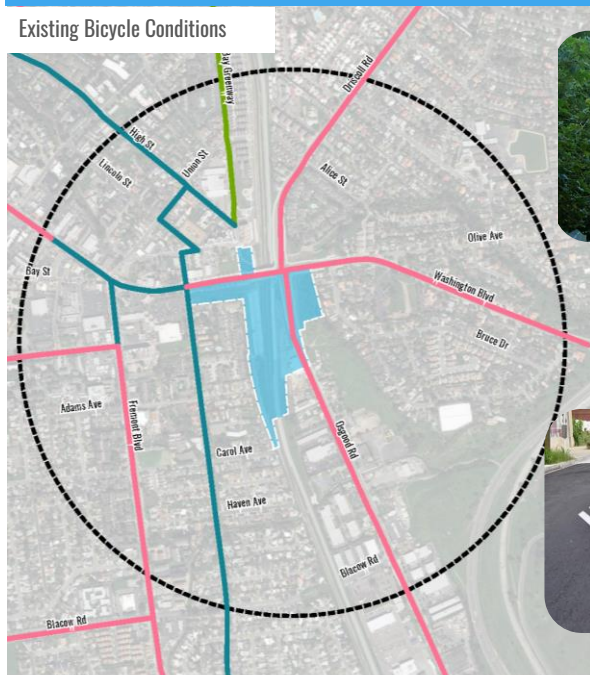
- Legend**
- Curb Improvement
  - Path Improvement
  - - - Proposed Sabercat Trail Extension
  - Traffic Calming Improvements

- Proposed Station Site Boundary and Gallegos Winery Park
- Station Area Plan Study Area



# Access and Mobility: Bicycle Improvements

Existing Bicycle Conditions



**Legend**

- Class I Bicycle Path
- Class II Bicycle Lane
- Class II Buffered Bicycle Lane
- Class III Bicycle Route
- Class IV Separated Bikeway

Source: City of Fremont Bicycle Master Plan, July 2011

Proposed Station Site Plan Boundary and Callegos Winery Park

Station Area Plan Study Area



Class I Bike Path



Class III Bike Route



Class IV Separated Bike Lane



Class II Bike Lane (Buffered)

Proposed Bicycle Conditions



Legend

**Existing**

- Class I Bicycle Path
- Class II Bicycle Lane
- Class II Buffered Bicycle Lane
- Class III Bicycle Route
- Class IV Separated Bikeway

**Proposed**

- Class I Bicycle Path
- Class II Bicycle Lane
- Class II Buffered Bicycle Lane
- Class III Bicycle Route
- Class IV Separated Bikeway

Source: City of Fremont Bicycle Master Plan, July 2018

Proposed Station Site Plan Boundary and Callegos Winery Park

Station Area Plan Study Area



# Site and Building Design

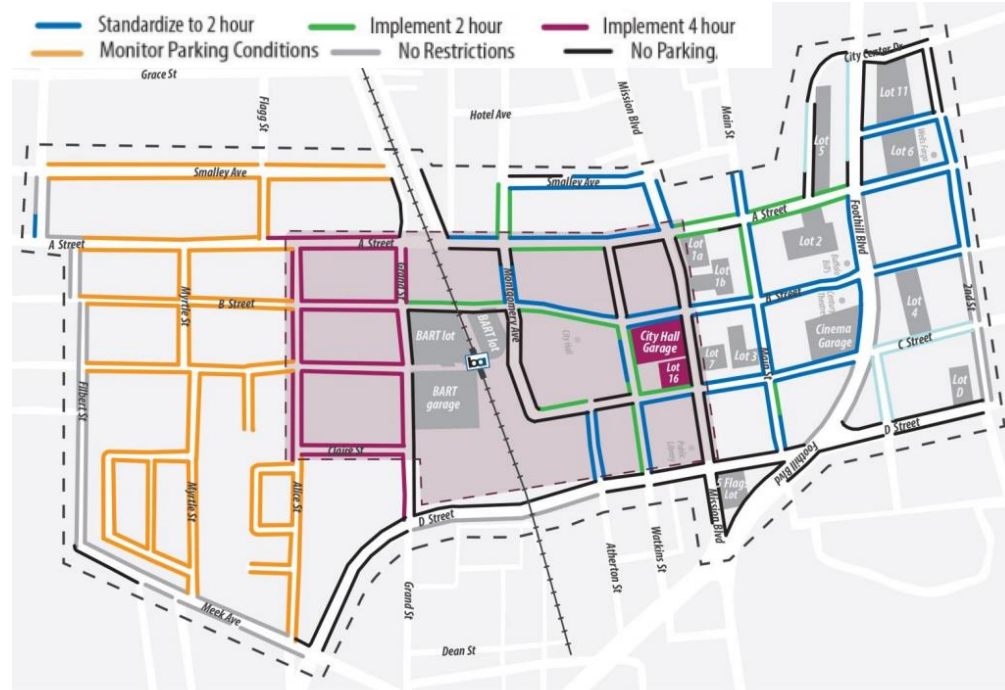
- Guidelines focus on sites already zoned for urban residential, commercial, and mixed-use development around the station
- Ensure high-quality building and site design and cohesive development in the Plan Area
- Set aside space for bike parking, attractive and safe sidewalks, and pedestrian amenities
- Activate the sidewalks and ground floors



# Residential Parking Program (RPP)

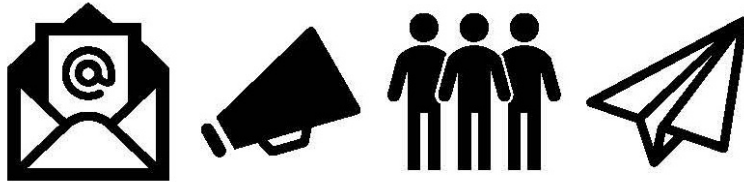
- RPP will be implemented prior to station opening in 2026
- Prevents overflow all-day parking in neighborhoods
- Will address guest and business parking
- Hayward and Union City have implemented similar programs near their BART stations

Example RPP in Hayward

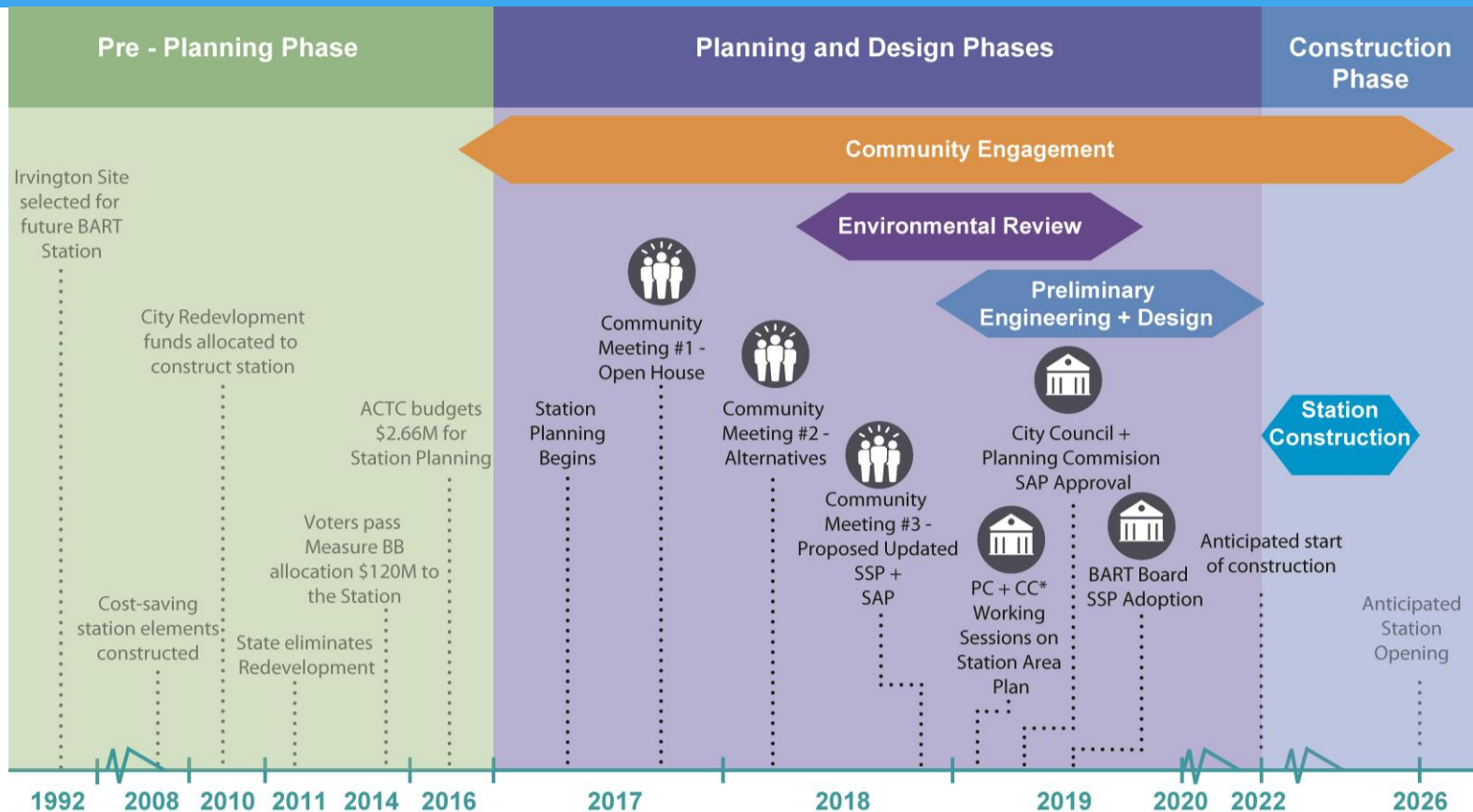


# Questions?

1. Provide Station Area Plan input today or
2. Submit a comment online to Wayland Li, [wli@fremont.gov](mailto:wli@fremont.gov)



# Next Steps



Irvington BART Station Site Plan and Area Plan, Community Meeting #3, November 15, 2018

\*Planning Commission/City Council